

Advantages and Disadvantages of Utilizing  
Air Coach or Tourist Class Air Travel

Advantages

Disadvantages

1. Cost

The cost of such transportation is considerably less than first-class travel. As a consequence, official travel, particularly when sleeping accommodations are not required, could be effected at considerable savings for the Government (See TAB A).

Although tickets for air coach and tourist travel are less expensive, some of the potential savings may be offset by employee expenditures. The free baggage allowance is 22 pounds less for such travel than that provided for first-class accommodations with the result that costs saved the Government in providing second-class travel may have to be assumed partially by the traveler or the Agency. Most employees utilize the full 66 pounds included in first-class fare.

2. Morale

- a. In view of the standard Government practice of authorizing first-class travel, the directed use of inferior accommodations might be viewed by Agency employees as placing them in a second-class status or even as a denial of their rights.
- b. An adverse effect on morale would be more likely if overseas travelers were required to make personal expenditures for items associated with first-class travel such as a free baggage allotment of 66 pounds for overseas travel.
- c. Difficulties are often encountered in getting employees to travel by air. Use of air coach and tourist travel would further complicate arrangements for passage,

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- since many employees, rightly or wrongly, believe that these accommodations are less safe or convenient for themselves and especially for their dependents. The Agency would probably experience increased pressures for non-flying accommodations under a policy requiring air coach or tourist class travel.
- d. Delays, poorer scheduling and inferior physical facilities and equipment encountered in tourist class travel might also affect employee attitudes adversely.
  - e. A policy of utilizing both first-class and air coach or tourist class travel would create inequities and morale problems as the result of authorizing employees different travel accommodations, particularly among employees whose destinations are in the same area.

3. Flight Accommodations

Apart from the items noted as "disadvantages" in column 2, this section, facilities are about the same in first-class and air coach or tourist transportation. For example, the latter type of travel regularly provides such facilities as minimum meals or box lunches and hostess service.

Air coach and tourist class accommodations are often inferior in certain ways to those provided for first-class travel. Among these disadvantages are the following:

- a. airplane seats are normally closer together on the coaches (for example, TWA overseas tourist planes have 61 seats whereas TWA planes used in first-class overseas flights have 47); as a consequence, the number of passengers carried by air coaches are oftentimes larger. This is particularly important on extended flights in which an increased number of passengers, including children, are required to use the same lavatory facilities, etc.
- b. sleeping berths are not available in second-class travel.

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- c. the maximum baggage permitted on air coaches without additional charge is less than that permitted for first-class accommodations.
- d. tourist service normally provides for minimum meal service as contrasted with the provision of full-course dinners on first-class flights.

4. Scheduling Passage

- a. In some cases, especially domestic flights, air coach or tourist class travel can be arranged as expeditiously as first-class travel.
- b. The itinerary of a traveler may require the use or partial use of tourist class travel as the only available facility.

- a. Air coach and tourist flights sometimes entail greater scheduling delay than first-class travel. This problem is encountered mainly in overseas flights since some carriers have a limited number of trips, scheduled for certain days of the week.
- b. Another related scheduling problem is the timing of air coach and tourist flights. Many domestic flights are scheduled at night or at odd times when planes are available.

5. Transit Time in Flight

In general, there is no significant difference between the transit time required for a journey via first-class as compared with air coach or tourist travel.

6. Operational Requirements

Departure and arrival dates by air coach or tourist travel could be arranged sometimes without hampering the operations of the office concerned, particularly in cases of domestic travel.

- a. Operational requirements may demand that an employee travel without delay. Such cases would require a determination as to whether and when use of first-class accommodations were justified if air coach

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facilities are unavailable. Handling these exceptions would be administratively difficult. The problem of arranging for tourist and air coach travel would be particularly difficult during the tourist season.

- b. In some areas tourist or air coach flights are scheduled for arrival at overseas areas during the weekend, which would present some operational and security problems in meeting incoming travelers.

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### AIRPLANE TRAVEL ACCOMMODATIONS

1. The Agency will generally adhere to a policy of providing first-class accommodations to personnel who perform official air travel or who, together with dependents, utilize air transportation in connection with transfer to permanent duty posts. Air coach or tourist class accommodations will be used rather than first-class air travel when operationally desirable provided that:

a. air coach or tourist travel can be arranged within the desired departure and arrival times.

b. the traveler concerned will not be required to pay for baggage facilities that he would receive under first-class accommodations.

c. the operating office involved recommends use of air coach or tourist class travel.

2. Air coach or tourist travel will not be used in any case in which a traveler and his dependents, if any, are eligible under Agency Regulations for a sleeping berth obtainable only under available first-class accommodations.

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3. In accordance with the provisions of sections 1 and 2 above, recommendations may be made in individual cases for the use of air coach or tourist class travel if available. In such cases, the Travel Order will state that available first-class accommodations will be used if air coach or tourist class travel cannot be arranged by a certain date, as specified on the Travel Order.

FOR THE DIRECTOR OF CENTRAL INTELLIGENCE:

L. K. WHITE  
Acting Deputy Director  
(Administration)

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TRANSMITTAL SLIP		
<div style="text-align: right;"> <u>12 Feb 1954</u>            (Date)         </div>		
TO: General Counsel		
BUILDING South	ROOM NO. 317	
REMARKS:		
<p>Forwarded for comments and recommendations on an expedited basis. Your reply is requested not later than 18 Feb 1954.</p> <p style="text-align: right;"><i>Concur for OG C.</i> <i>JMK</i> <i>2-15-54</i></p> <p><i>JMK</i></p>		
FROM: A-DD/A		
BUILDING Admin.	ROOM NO. 227	EXTENSION 717

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